

# Improvement Options to Reconsider if Funding Becomes Available

(Currently Not Advanced)

Option		Lead Party Responsible for Planning and Coordination	Other Key Players	Time Frame for Implementation	Cost <sup>a</sup> (2008)
Options Adding Vehicular Capacity	Lolo Option 1: Flyover Ramp	MDT	Lolo; Missoula County	Beyond 20-year Planning Horizon	\$20,500,000
	Lolo Option 2: Tunnel	MDT			\$38,200,000
	Lolo Option 3: Additional Travel Lanes in Lolo	MDT			\$2,900,000 <sup>b</sup>
Transit / Multi-Modal Options	Passenger Rail	Missoula and Ravalli Counties; MR TMA; MRL; MIM; Local and Private Interest Groups / Donors	None Identified		\$123,700,000 <sup>c</sup>
TSM / TDM	Center reversible travel lane within existing lane structure	MDT	Local Governments		\$17,000,000 <sup>d</sup>
	Junior Interchanges / Grade-separated Intersections	Missoula and Ravalli Counties; Private Developers	MDT		\$15,000,000 <sup>e</sup>
	Frontage Roads / Connecting Local Roadway Networks				\$50,000,000 <sup>f</sup>

<sup>a</sup> All estimates include consideration of traffic control, mobilization, contingency, construction engineering, design engineering, and right-of-way costs.

<sup>b</sup> Cost includes construction of one additional travel lane in each direction.

<sup>c</sup> Cost includes construction of five stations and purchase of three Diesel Multiple Unit (DMU) Vehicles.

<sup>d</sup> Cost includes construction of three full interchanges.

<sup>e</sup> Cost includes construction of three full interchanges.

<sup>f</sup> Cost includes continuous frontage roads on both sides of US 93 and assumes that the Old US 93 route could serve as a connecting roadway over that portion of the corridor.